FIGURE 10.04
ALCOHOL RELATED* CRASHES
BY TIME OF DAY

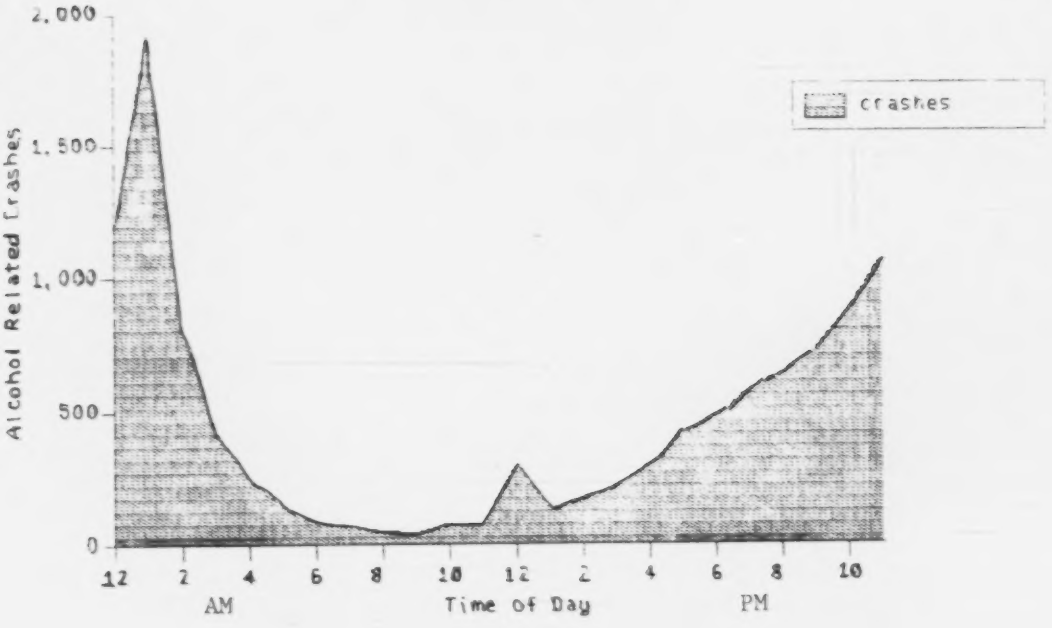
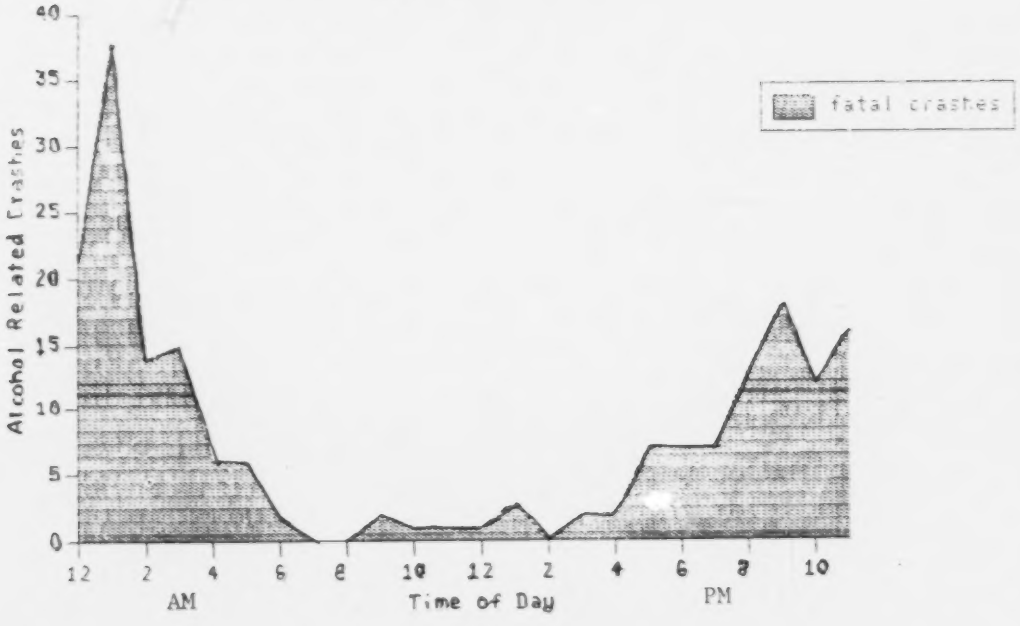


FIGURE 10.05
ALCOHOL RELATED* FATAL CRASHES
BY TIME OF DAY



*Alcohol related crashes are ones in which the investigating officer indicated on the accident report that at least one of the drivers had been drinking prior to the crash.

TABLE 10.09

DRINKING PEDESTRIAN FATALITY SUMMARY, 1974-1983

1974	(%)	1975	(%)	1976	(%)	1977	(%)	1978	(%)	1979	(%)	1980	(%)	1981	(%)	1982	(%)	1983	(%)	
105		121		120		140		115		117		114		100		76		62		Pedestrians Killed In Motor Vehicle Crashes
46	43.8	45	37.2	58	48.3	62	44.3	54	47.0	56	47.9	48	42.1	53	53.0	40	52.6	38	61.3	Fatally Injured Pedestrians Tested For Alcohol
28	60.9	26	57.8	25	43.1	32	51.6	33	61.1	29	51.8	28	58.3	26	26.0	18	45.0	21	55.3	Those Tested Who Had Alcohol In Their Systems (Called Positive Cases)
25	54.3	22	48.9	22	37.9	32	51.6	22	40.7	26	46.4	26	54.2	23	23.0	17	42.5	18	47.4	Those Tested At Or Above The .100 Level Of Intoxication
25	89.3	22	84.6	22	88.0	32	100.0	22	66.7	26	89.7	26	92.9	23	88.5	17	94.4	18	85.7	Positive Cases At Or Above The .100 Level Of Intoxication
5	17.9	2	7.7	4	16.0	6	18.8	3	9.1	4	13.8	2	7.1	1	3.8	1	2.5	3	14.3	Positive Cases 66 Or Older
3	10.7	1	3.8	7	28.0	15	46.9	3	9.1	5	17.2	2	7.1	3	11.5	2	10.0	1	4.8	Positive Cases Under The Legal Drinking Age

The age of majority was legally lowered to 18 years of age on June 1, 1973.

The legal drinking age was raised to 19 years of age on September 1, 1976.

Only pedestrians 16 years of age or older are required to be tested for alcohol. Thus, although the percentages given reflect the total number of pedestrians killed, those under age 16 would not have been tested in any case.

TABLE 10.10

1983 PEDESTRIAN FATALITIES' LEVEL OF INTOXICATION BY AGE

Age	Total Killed	Total Tested	Total Positive	Total Intoxicated	Blood Alcohol Concentration .010-.049	.050-.099	.100-.149	.150-.249	.250 & Over	Percent Positive Of Total Tested In Age Group	Percent Intoxicated Of Total Tested In Age Group	Percent Of Total Positive By Age Group
15 & Below	13	4	0	0						0.0	0.0	0.0
16	0	0	0	0						0.0	0.0	0.0
17	0	0	0	0						0.0	0.0	0.0
18	1	1	1	1				1		100.0	100.0	4.8
19	5	4	3	3				3		75.0	75.0	14.3
20	2	1	1	0	1					100.0	0.0	4.8
21 - 25	3	3	3	2		1		2		100.0	66.7	14.3
26 - 30	6	4	4	3		1		1	2	100.0	75.0	19.0
31 - 35	4	4	3	3			1	2		75.0	75.0	14.3
36 - 40	0	0	0	0						0.0	0.0	0.0
41 - 45	1	1	1	1				1		100.0	100.0	4.8
46 - 50	1	1	1	1					1	100.0	100.0	4.8
51 - 55	1	0	0	0						0.0	0.0	0.0
56 - 60	3	3	0	0						0.0	0.0	0.0
61 - 65	1	0	0	0						0.0	0.0	0.0
66 - 70	7	7	4	4			1	1	2	57.0	57.0	19.0
71 & Above	13	5	0	0						0.0	0.0	0.0
Unknown	1	0	0	0						0.0	0.0	0.0
Total	62	38	21	18	1	2	2	11	5	55.3	47.4	100.1

TABLE 10.11

1983 PEDESTRIAN FATALITIES' LEVEL OF INTOXICATION BY MONTH

Month	Total Killed	Total Tested	Total Positive	Blood Alcohol Concentration .010-.049	.050-.099	.100-.149	.150-.249	.250 & Over	Percent Of All Positive
January	1	1	1				1		4.8
February	6	4	3				1	2	14.9
March	3	2	1					1	4.8
April	8	3	2		1		1		9.5
May	2	1	1				1		4.8
June	6	4	2		1		1		9.5
July	1	1	0						0.0
August	8	6	4			1	1	2	19.0
September	11	7	3			1	2		14.3
October	6	5	4	1			3		19.0
November	2	1	0						0.0
December	8	3	0						0.0
Total	62	38	21	1	2	2	11	5	100.6

TABLE 10.12

1983 PEDESTRIAN FATALITIES' LEVEL OF INTOXICATION BY ROAD TYPE

Road Type	Total Killed	Total Tested	Total Positive	Blood Alcohol Concentration .010-.049	.050-.099	.100-.149	.150-.249	.250 & Over	Percent Of All Positive
Interstate	1	1	0						0.0
Trunk Highway	27	17	11	1	1		6	3	52.4
County State Aid Highway	11	6	5				4	1	23.8
County Road	5	4	2		1		1		9.5
City Street	16	10	3			2		1	14.3
Township Road	0	0	0						0.0
Other Road	2	0	0						0.0
Total	62	38	21	1	2	2	11	5	100.0

TABLE 10.13

1983 PEDESTRIAN FATALITIES' LEVEL OF INTOXICATION BY TIME OF DAY

Time	Total Killed	Total Tested	Total Positive	Blood Alcohol Concentration .010-.049	.050-.099	.100-.149	.150-.249	.250 & Over	Percent Of All Positive
Midnight-2:59 AM	10	9	8			1	7		38.1
3:00 AM-5:59 AM	7	6	6	1			4	1	28.6
6:00 AM-8:59 AM	6	2	1		1				4.8
9:00 AM-11:59 AM	5	2	0						0.0
Noon-2:59 PM	2	1	0						0.0
3:00 PM-5:59 PM	15	7	0						0.0
6:00 PM-8:59 PM	11	5	1					1	4.8
9:00 PM-11:59 PM	6	6	5		1	1		3	23.8
Total	62	38	21	1	2	2	11	5	100.1

PART XI

SEAT BELT INFORMATION

The latest government observation study of safety belt use indicated that, nationwide, only 12% of the motoring public use their safety belts. Observation studies conducted by the state of Minnesota indicate that statewide, 14% of the people observed who were 10 years of age or older were wearing their seat belts and 12% of the children who were at least four but less than ten years old were correctly restrained in automobiles. Accident data for 1983 indicates that 85% of the people injured and 94% of the people killed in motor vehicle accidents were not wearing seat belts at the time of the crash.

The Minnesota Child Passenger Protection Act, which was put into effect on January 1, 1982, requires parents to have properly installed a federally approved child restraint in their car when transporting children younger than the age of four. This law was amended to require that these children be secured in these seats effective August 1, 1983. Statewide observations indicated that 35% of the infants and 24% of the children at least one year old but less than four years old were protected by child safety seats when riding in automobiles. Of all children less than four years old who died as a result of a motor vehicle accident in 1983, 85% were not in child safety seats. Of those in this age group who were injured in 1983, 88% were not riding in the required restraints.

The effects of safety restraints in reducing injuries and deaths caused by motor vehicle accidents is dramatic. A conservative estimate by the National Highway Traffic Safety Administration states that the use of safety restraints can reduce overall motor vehicle fatalities by 50% and disabling injuries by 60%. Clearly, a very low percentage of motorists presently make use of the known protection provided by safety belts and child seats.

TABLE 11.01

1983 SEAT BELT USAGE OF FATALITIES AND INJURIES

	Fatalities		Injuries	
	Number	Percent	Number	Percent
Restraining Device Installed And Used	20	6.3	2,765	15.2
Restraining Device Installed But Not Used	283	88.7	14,473	79.8
Restraining Device Not Installed	16	5.0	909	5.0
Total	319	100.0	18,147	100.0

TABLE 11.02

1983 INJURY SEVERITY OF CHILDREN UNDER AGE 4*

Severity of Injury	Child Restraint Used
"K"--Fatal Injury	2
"A"--Incapacitating Injury	7
"B"--Non-Incapacitating Injury	45
"C"--Possible Injury	65
Total	119

* Based on cases in which child restraint usage was known.

TABLE 11.03

EJECTION OF KILLED AND INJURED OCCUPANTS OF STANDARD 4-WHEELED VEHICLES

	Fatalities		Persons Injured	
	Number	Percent	Number	Percent
Not Ejected from Vehicle	183	46.0	27,526	83.5
Partially Ejected	25	6.3	186	0.6
Totally Ejected	106	26.6	606	1.8
Trapped/Extricated	74	18.6	357	1.1
Unknown/Inapplicable	10	2.5	4,303	13.0
Total	398	100.0	32,978	100.0

TABLE 11.04

RESTRAINT USE AND EJECTION OF PEOPLE KILLED IN 1983 CRASHES*

	Restraint Used	Restraint Not Used	Total
Ejected from Vehicle	3	121	124
Not Ejected from Vehicle	17	181	198
Total	20	302	322

TABLE 11.05

RESTRAINT USE AND EJECTION OF PEOPLE INJURED IN 1983 CRASHES*

	Restraint Used	Restraint Not Used	Total
Ejected from Vehicle	205	1,042	1,247
Not Ejected from Vehicle	2,520	14,137	16,657
Total	2,725	15,179	17,904

* Based on cases in which restraint use is known.